

AccuSpark Electronic Ignition

Negative Earth Test procedure.

No spark after installation

Unfortunately by far the most common fault when fitting electronic ignition is that the fitter has connected the module wires according to the markings on the coil i.e. red to positive (+) and black to negative (-) without first checking with a volt meter, It is imperative that the wires are removed from the coil and the live wires confirmed whilst not connected to the coil. If the module has been wired in reverse, then the module has almost definitely been blown.

There is only one correct way to wire a module, as detailed in the instructions, if an attempt has been made to wire different ways then the module has probably been blown , most people know what happens when they put a set of jump leads on a car battery the wrong way, the same applies to our electronic module.

Points ignitions will work with the coil the wrong way around Electronic ignition will NOT!

If, after fitting an electronic ignition system and trying to start, there appears to be no spark the following procedure should be followed.

The first thing is to carefully inspect every connection. Often over the years some terminals may have been on and off hundreds of times and often they can be seen to be hanging on by just a few strands. This may be OK for points but will not be sufficient for electronic ignition. Twisted together wires are most certainly not good enough to make good connections, it cannot be overstated that all connections new and old need to be secure.

Once all the connections are confirmed as good and the unit seems to be correctly wired then following procedure can be carried out

1. The first thing is to confirm you have a positive feed to the coil. Remove all the wires from the positive side of coil. With the ignition key turned off test all the wires with a voltmeter to ensure there is no current.
Turn on the ignition and identify the wire that is now live. Put this wire on the positive side of coil (on some ballast ignitions this may be a double wire). Do not attach any other wires.
2. With the Ignition off disconnect ALL the wires from the negative side of coil.
Make up a short jumper wire, around 10cm, and connect one end to the negative side of coil, the other will connect to earth later in the procedure .

3. Remove the coil HT lead from the distributor cap and be ready to hold the end approx. 2mm from a good earth on engine block.
4. Turn on ignition (do not crank over)
5. With the coil HT lead held near engine block, take your new jumper wire connected to the coil and touch to earth for 1 second then remove, as the wire is removed there should be a spark from the HT lead (This can be repeated as many times as required) If there is a spark the coil and wiring would appear to be correct and the fault is either in the Module, Cap or Rotor – If there is no spark there is a fault with the coil or there is an error in the wiring.
6. If there was a spark you can now test the module. The jumper should be removed from the negative terminal and discarded, then the black wire from the module reconnected to negative terminal on coil (on some installations the black wire from module may be connected via an existing wire in the loom , if this is the case reconnect this wire). On non-ballast systems the red module wire was connected to the coil it should now be reconnected to the positive terminal on the the coil. (the red wire on ballast systems will be on an alternative 12 volt supply and will noy have been touched). Leave any other wires for the moment as these will not be required to run the car and may be the cause of the problem.
7. With the coil HT lead held against earth have someone crank the engine, if there is a spark then there is no fault with the module and the issue is elsewhere. The cap and rotor need to be looked at.
8. If there is no spark one last check should be carried out. Ensure that there is a good earth between the module baseplate and the distributor body. If there is excessive heat sink white paste below module and/or there is a missing or poor earth strap in the distributor then this can be a point of failure.

It is imperative that all connections and grounds are sound

If there is still no spark it is possible that the module may be faulty or have been damaged during initial fitting